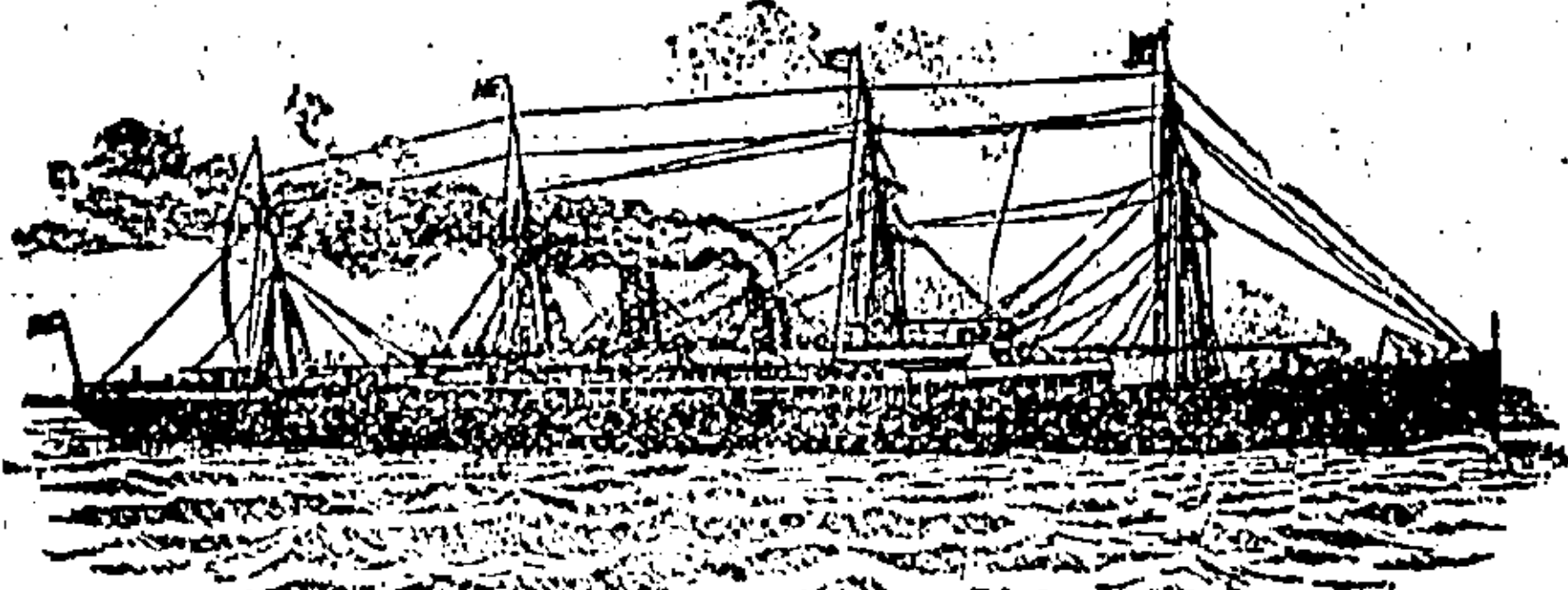


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU".....	6,307 Gross Tons.....	TUESDAY, 24th November, at Noon.
"SIBERIA".....	11,284 ".....	TUESDAY, 1st December, at Noon.
"COPTIC".....	4,352 ".....	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU".....	9,307 ".....	FRIDAY, 18th December, at Noon.
"KOREA".....	11,276 ".....	SATURDAY, 26th December, at Noon.
"GAELIC".....	4,205 ".....	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU".....	6,307 ".....	SATURDAY, 9th January, at Noon.
"CHINA".....	5,000 ".....	TUESDAY, 19th January, at Noon.
"DORIC".....	4,784 ".....	FRIDAY, 29th January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 24th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 23rd November, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 16th December.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 13th January, 1904.
"ATHENIAN".....	3,882 ".....	WEDNESDAY, 27th January.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 10th February.
"TARTAR".....	4,475 ".....	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 9th March.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 30th March.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 20th April.
"ATHENIAN".....	3,882 ".....	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to:

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OBTABATISCHER FRAOHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MARBURG.....	HAVRE, BREMEN AND HAMBURG. (Calling at SINGAPORE and COLOMBO).	24th Nov. Freight.
SUEVIA.....	HAVRE AND HAMBURG. (Calling at SINGAPORE and PENANG).	1st Dec. Freight.
ARAGONIA.....	HAVRE AND HAMBURG. (Calling at SINGAPORE and COLOMBO).	15th Dec. Freight.
NURNBERG.....	HAVRE AND HAMBURG. (Calling at SINGAPORE and PENANG).	29th Dec. Freight.
AMBRIA.....	HAVRE AND HAMBURG. (Calling at SINGAPORE and COLOMBO).	5th January, 1904. Freight.
NUBIA.....	NEW YORK. Via Suez.	About end of December. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings,

Hongkong, 18th November, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM".....	2,363 tons.....	Captain H. D. Jones.
"POWAN".....	2,338 ".....	G. F. Morrison, R.N.R.
"FATSHAN".....	2,260 ".....	A. W. Dixon.
"HANKOW".....	3,073 ".....	C. V. Lloyd.
"KINSHAN".....	2,860 ".....	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN".....	1,998 tons.....	Captain W. E. Clarke.
-----------------------	-----------------	-----------------------

Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).

Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....	219 tons.....	Captain T. Hamlin.
----------------------	---------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM".....	588 tons.....	Captain B. Branch.
"NANNING".....	569 ".....	C. Butchart.
"FAK HING".....	618 ".....	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th November, 1903

[357e]

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUDDELL STREET,
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU.....	JAVA PORTS via MACASSAR.	December 1	SHANGHAI, KOBE and YOKOHAMA.	December 5
TJIPANAS	KOBE and YOKOHAMA.	November 26	S'PORE, JAVA PORTS and MACASSAR.	November 29
TJILATJAP.....	Do.	December 21	Do.	December 24

The Steamers are all fitted throughout with Electric Light and have Superior Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,
HOTZ, SJACOB & CO.

Telephone No. 201.

Hongkong, 16th November, 1903.

[1163e]

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL

ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964c] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339c]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE,

954c]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e]

GO TO THE

KOWLOON HOTEL,

FRANK F. JEWELL,
Manager.

J. W. OSBORNE,
Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAN TERMINUS, Tel. 56.

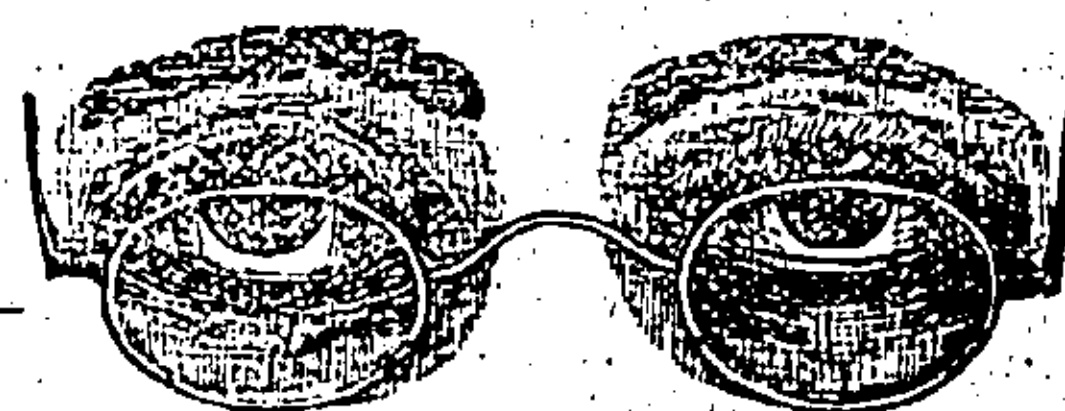
For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17]

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

[6c]

THE HONGKONG STEAM WATER
BOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 37, CONNAUGHT ROAD, CENTRAL, TO-MORROW, the 24th day of November, at Noon for the Purpose of Presenting the Report and Statement of Accounts to the 30th of September, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 24th November, both days inclusive.

J. W. KEW,
Manager.

Hongkong, 23rd November, 1903. [1353c]

EDWARDS, PIRY & COMPANY,
LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING OF EDWARDS, PIRY & COMPANY, LIMITED, will be held at the Company's Office, No. 1, Duddell Street, on TUESDAY, the 8th of December, 1903, at 11 o'clock in the forenoon, when the subjoined resolutions which were passed at the Extraordinary General Meeting of the Company held on the 18th of November, 1903, will be submitted for confirmation as Special Resolutions:—

1. That this meeting approves of the proposed sale of the business of the Company to Joseph Sawell Plant.
2. That the Company be wound up voluntarily, so far as it was necessary for winding up.
3. That Joseph Sawell Plant be and he is hereby appointed liquidator for the purposes of such winding up.

T. EDWARDS,
S. D. PIRY,
General Managers.

No. 1, Duddell Street,
Hongkong, 21st November, 1903. [1404e]

THE CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SEVENTH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 8th proximo, at Twelve o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts to the 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th inst. to the 8th proximo, both days inclusive.

By Order of the Board of Directors,
JAMES WHITTALL,
Secretary.

Hongkong, 16th November, 1903. [1374e]

FOR NEXT FIVE DAYS.

FOR SALE AT LESS THAN FACTORY COST FOR CASH.

25 HIGH GRADE AMERICAN BICYCLES.
10 AMERICAN SEWING MACHINES.
10 PLATFORM SCALES.
10 CIGARETTES.
50 VICTOR TALKING MACHINES.
JEWELRY, PERFUMERY, SOAP, DESKS TABLES AND FIXTURES.

CHINESE-AMERICAN COMMERCIAL COMPANY,
20 and 21, Connaught Road.
Hongkong, 21st November, 1903. [1393e]

CHRISTMAS GREETINGS IN
ADVANCE.

AN early opportunity to those WISHING TO SEND GREETINGS to their RELATIVES and FRIENDS at Home.

I have just unpacked a parcel of Raphael Tuck's XMAS and NEW YEAR'S CARDS of various pretty designs and description, specially selected to suit the taste of young and old.

Very moderate prices and as usual 10% discount for cash.

H. RUTTONJEE,
No. 5, D'Aguilar Street,
and
36 and 38, Elgin Road, Kowloon.
Hongkong, 20th November, 1903. [1393e]



PURE
DELICIOUS
REFRESHING

may now be had in Cases of
4 Doz. Quarts at \$16.00.

MACEWEN, FRICKEL & CO.,
3, DUDDELL STREET.

1st September, 1903. [650e]


GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37 lbs. net \$4.75 ex Factory.
In Bags of 25 lbs. net \$2.86 ex Factory.

SHAWAN TOMES & CO.,
General Managers.
Hongkong, 15th August, 1903. [19]

Antimations.



S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Bottle
ESTEPHE	\$ 8.00	\$ 9.00
JULIEN	10.00	11.00
ROSE	13.50	14.50
CHATEAU HAUT		
BRIEN LARRIVET	20.00	22.00
CHATEAU MOUTON		
ARMAILHACQ	21.00	26.00
CHATEAU PONTET		
CANET	28.00	
CHATEAU LA TOUR		
CARNET	33.00	
CHATEAU RAUZAN	48.00	
CHATEAU LAFITE	54.00	

All less 10% discount on account of Current Exchange.

These CLARETS are specially selected. Obtained from the LEADING FRENCH VINEYARDERS; they are of exceptional value in fine condition.

THE CHATEAU BRANDS

recommended to the notice of Connoisseurs as high-class after-dinner Wines.

S. WATSON & Co.,
LIMITED,
THE HONGKONG DISPENSARY.

TELEPHONE NO. 37.
CABLE ADDRESS: "WATSON," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

CHEE & CO.,
祥利廣

TEMPORARY STORE:
1 FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. Price & Co.)

MAS & NEW YEAR CARDS.

URNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

STEEL'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
WORKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 29th August, 1903. [728d]

ARMICHAEL AND CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "ARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A. B. C. Code.
A. B. C. Standard Code.
TELEPHONE, 232.
Hongkong, 20th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Of business communications should be addressed to the Manager, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, NOVEMBER 23, 1903.

THE FRENCH MAIL SERVICE.

The Tonkin papers report that important changes in the Messageries Maritimes mail service to the Far East are contemplated. Should these modifications take place this port will no longer be visited by the big steamers of the French Company. A Hanoi contemporary, the *Avenir du Tonkin* in its issue of the 14th inst. states that the M. M. Co. have come to an arrangement with the French Colonial Government whereby, from the 1st January next, Yokohama will cease to be the terminus for the big mail boats floating the *tricolor*. According to our *conférence*, the steamers will go on from Saigon to Haiphong and will discharge their cargoes in Haiphong Bay. The service from Haiphong to Japan via Hongkong and Shanghai will be ensured by the fleet of small boats at present running between Saigon and Tonking viz.:—*The Tamise, Haiphong and Maniche*. These are vessels of from 1,500 to 2,000 tons register. On being interviewed by our representative, M. de Champeaux, agent for the Messageries Maritimes in Hongkong, kindly informed us that he had, as yet, received no information with regard to this important change in the service of the company, and added that he did not place any trust in the news given by our Tonkinese contemporary. However, there can be no doubt, that for some time past, the French Government in Indo-China have been making strenuous efforts to induce the M. M. to run their big steamers on to Haiphong. The access to that port has been considerably improved within the last two years and the canal at Dinh-vu, opened last year, enables steamers drawing not more than 21 feet to go up the river at all tides. Considerable sums of money have also been spent in building fine wharves at which steamers with a draft of as much as 27 feet can lie and discharge. A further sum of \$80,000 is to be expended in prolonging these wharves along the river front of the town, so that they will have a total length of something like seven hundred yards, and in erecting new and more extensive custom-house godowns. It is therefore somewhat natural that the French authorities should like to see their big mail-boats running from Marseilles to the chief sea-port of Tonking.

HONGKONG vs. SHANGHAI DOCK.

In reporting the arrival recently of the U.S. monitor *Monterey* from the North to be docked in Hongkong for repairs to her boilers, we made the following observations: "That our docking establishment is being once more restored in favour with the Naval authorities of the U.S. Government, must be satisfactory to those interested in the largest ship-building and repairing concern in the East. At one time it was a matter of common complaint that war vessels of the United States navy in these waters, requiring repairs, gave Hongkong a wide berth, and Shanghai, it was alleged, had usurped the favours which formerly were a monopoly of Hongkong. From the list of American transports and other vessels that have recently passed through the hands of the Hongkong and Whampoa Dock Co., there are ample evidences that the proportion of American warships in Far Eastern waters docked in Hongkong is still greatly in excess of the number docked anywhere else." We note that our Northern contemporaries have been quoting our report. *The Times* and the *Gazette*, in commenting upon the "lifting" of the job from Shanghai, inquired whether ship-repairing had become a dead industry in the Model Settlement. The reply is apparently furnished by our senior morning contemporary in the North. In a paragraph printed in its issue of the 18th inst. the *Daily News* remarks,—"We trust that no shareholders in S. C. Farnham, Boyd and Co., Ltd., have been needlessly alarmed by the recent premature exultation of the *Hongkong Telegraph* over the supposed abandonment of the docks at Shanghai by the American navy. It will interest them to know that no less than fourteen American warships and transports have had repairs here during the past year, and ten of them have been docked here, one twice. The *Monterey* over which the *Hongkong Telegraph* is jubilant, went south to go to her station."

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

The *Don Juan de Austria* would have been docked here, but was ordered away in search of the *Benjamin Seavall*, and the *Monadnock* and *Willabrooks* are to dock very shortly. Our readers will undoubtedly do us the justice to admit that in the report we reprint above, we indulged in no "premature exultation" over the fact that the *Monterey* was to be docked here in preference to Shanghai. We reported the news as an interesting item to the Colony especially so to the large number of people here and abroad concerned in the most important local industry. Our remark, however unpalatable to shareholders in the rival concern in the northern port, is beyond dispute amply borne out by fact to any one at all acquainted with the present direction of the Hongkong and Whampoa Dock Co. The *Monterey* did not come down South in consequence of a change of station only. As a matter of fact, she was docked at Kowloon on the 14th inst. and has since been undocked, on the completion of the necessary repairs. Glancing at the official daily returns of vessels docked, which is published in the *Hongkong Telegraph*, we find that for the past three months since the 23rd August no less than eight vessels of the American Government have been docked here at different dates. To be precise, they are the *Callao* and the transport *Sumner* (Aug. 25); transports *Seward* and *Wright* (Oct. 14 and Oct. 15, respectively); *Don Juan de Austria* (Oct. 24), the monitor *Monterey* and *Ajax* (Nov. 14), and the despatch boat *Zafiro* (Nov. 18). We mention these facts in detail not in disparagement of the justly-famed establishment of Messrs. Farnham, Boyd & Co. to whom we are glad to be able to accord the palm for out-doing the Hongkong Dock Co. in securing the *Monterey* from their hands, but to award the fair meed of "honour, to whom honour is due." It is unquestionable that since the present directorate has been in office with their master hand at the helm, the destinies of the Hongkong and Whampoa Dock Co. could not be entrusted into safer hands. Such is the public opinion, and we claim to be in a special position to arrive at correct knowledge of the subject in question.

LOCAL AND GENERAL.

"AN American citizen" not having submitted his name, his communication cannot be printed.

THE wreck of the British ship *Falls of Elrick* has been sold by auction at Batavia for 1,010 guilders. The boats fetched 210 guilders.

THE Indian Government has reduced the period of qualifying service for the long service and good conduct medal for native soldiers from 20 to 18 years.

YUAN, Taotai of Ho-o-chen, has arrived in Peking. He has been dismissed from office, for causing the execution of 200(?) mounted bandits hired by Russia.

CAPTAIN Barton of the s.s. *Clavering*, from Moji, reports that at 4 p.m. on the 21st inst., he passed a deserted water-logged fishing boat S. W., 6 miles from the Lammoeks.

HERR F. O. Licht, of Magdeburg, in his circular, on the beet sugar trade, states that the production during September showed an increase of 29,000 tons, and that the total production for the campaign shows a surplus of 328,000 tons.

THE engineers employed at the works on the Clyde are making a levy in aid of the German Metal Workers' Union which is struggling for a reduction of hours. The levy is to reciprocate the German contribution of £14,500 made to the engineers during their strike in 1897.

OWING to slackness of work in the construction branch of the Railway Department, at Melbourne, half a dozen of the surveyors and engineers have left for Malay Peninsula, where the British Government is constructing a railway from Seremban through Johore to the seaport, facing the Island of Singapore. Another batch of six left six months ago.

THE American bark *Prosper*, one of the swiftest "windjammers" on the Pacific, has made another record trip. She sailed into Manila harbour on 17th inst., only 61 days from San Francisco, with 850,000 feet of lumber on board, consigned to Findlay & Company. The *Prosper* holds the record between Shanghai and San Francisco. Sailing from the former port on October 1st, she laid over 11 days at Kobe and reached San Francisco on November 1st, in advance of the mail steamer that left Shanghai for Frisco with her.

SEVERAL of the Tonking papers complain bitterly of the misconduct of the French soldiers belonging to the garrison at Hanoi. Our contemporaries state that it is of daily occurrence to meet intoxicated troops tottering through the streets, followed by a crowd of jeering natives, or being paraded round the town in a ricksha whilst sleeping off the effects of their intemperance. The *Avenir du Tonkin* appeals to the General Commanding-in-Chief to take urgent measures to stay the increase of drunkenness in the colonial army. A few days ago a passing civilian was seriously assaulted in the street by a drunken and infuriated artilleryman, and several men of the Colonial Infantry recently wrecked a native theatre and maltreated a number of Japanese because they were requested to pay before being allowed to enter.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE difference in the temperature between the Peak and the city was very marked this morning. At the higher altitude the thermometer registered 58° F. while in Victoria it was 68° F. Peakites are experiencing delightful weather.

A MOTION was presented to the Mixed Court at Shanghai by Mr. Ellis on behalf of Messrs. Bisset and Co. to obtain possession of the building in which the "Supao" prisoners published their paper until its suppression. The building, which is in Hankow Road, is locked under the seal of the Mixed Court, and the printing plant and machinery are contained therein. Mr. Ellis asked for a payment of one-half of the rent by the Chinese Government. The Assessor stated that the "Supao" prisoners were responsible for the rent, but that, inasmuch as the building was closed by order of the Taoai, the Chinese should pay one-half of the rent. The decision on this point, however, was reserved. The Assessor also stated that an order would be issued for the removal of the contents of the building and that it would be turned over to Messrs. Bisset and Co. The printing plant and machinery will be removed to a suitable place for storage, and will be sealed by the Mixed Court until the determination of the "Supao" case.—N. C. D. News.

LAND COURT APPEAL CASE.

ANOTHER MOTION.

Sir William M. Goodman, Chief Justice, and Mr. A. G. Wise (Puisne Judge), sitting in appellate jurisdiction at the Supreme Court this morning, heard an application by Mr. M. W. Slade for leave to add the names of two Chinese parties as respondents in the appeal from a decision of the Land Court in the case of Lam Tsung Fuk and Lam Tak Luk, who claimed a tract of foreshore and sea-bed, extending from the old boundary of British Kowloon for a distance of 12 miles in front of Kowloon City and the village of Chinwan.

Mr. M. W. Slade was instructed by Mr. F. B. Deacon, of Messrs. Deacon and Hastings, while the Attorney-General (Hon. Sir H. S. Berkeley), with whom was Mr. E. H. Sharp, K.C., (instructed by the Crown Solicitor, Mr. F. B. L. Bowley) opposed the application, and Mr. F. P. Hett (from Mr. G. K. Hall Burton), watched the motion on behalf of the claimants.

The Chief Justice asked why the application had not been made sooner, considering that leave to appeal was granted three months ago.

Mr. Slade replied that he had expected the Crown to join them, as, indeed, it would have been a proper course for them to have taken. It was obvious to anybody who had read the evidence taken in the Court below that unless the Crown adduced further evidence they could not possibly succeed, and it was not until the 13th November that they did obtain leave to adduce that further evidence. Until that time it did not seem to be necessary for the assignees to put themselves to the expense of being made parties even if the Crown were not going to do so, and as soon as the Crown obtained leave to adduce fresh evidence then it became of vital importance to the assignees to get themselves made parties. Counsel proceeded to place before the Court the position of the assignees, as set forth in an affidavit of Mr. F. B. Deacon, filed on the 18th November, and pointing out that they purchased from the purchasers of the original claimants, whose claims, amounting to an area of 4069 acres, was allowed by the Land Court on the 7th December, 1901. On the 15th January, 1902, applicants' solicitors wrote to the Colonial Secretary inquiring if a certificate of title would be issued, as claimants wished to deal with the property. On the 4th February the Colonial Secretary replied that it had not been considered expedient to issue a formal certificate of title pending the determination of the exact amount of taxes payable on the land; but it was hoped that that would be settled at no very distant date.

The Chief Justice thought no duty was cast upon the Crown Solicitor to add the applicants as parties, as the only question to be dealt with was whether the judgment of the Land Court was right or not, and whether one of the documents was trustworthy.

Mr. Slade submitted that applicants had the whole of the right, title and interest of the claimants. In fact, under the title allowed by Ordinance they were in possession.

The Attorney-General pointed out that they had no possessory title.

Mr. Slade maintained that they had a title, allowed by the Land Court under the Ordinance, and, moreover, one which was strengthened by the Colonial Secretary's letter, which could only mean that the Government would grant an appropriate title as soon as the exact amount of taxes was settled.

The Chief Justice—If the claimants obtained this judgment of the Land Court by fraud—I don't for a moment say they did—but supposing they did, it would not lay in their mouths to say we very nearly did the Government, and we have a letter from the Colonial Secretary saying they were not going to give a title until certain matters had been settled.

Mr. Slade—It lays in our mouths.

The Chief Justice—The question is whether you have an interest in this matter. This is an appeal from a judgment in favour of the claimants, and if the appeal is dismissed you will be able to have the rights of the claimant; but if it is successful, and it is shown the judgment was erroneously obtained from the Land Court, you will have to turn round on the claimants and deal with them.

The Puisne Judge—Supposing we upset the Land Court's decision we are not going to say the land belongs to you. I am not going to give you a title.

Mr. Slade—I will get it from the Privy Council then.

The Chief Justice—You won't get it from me, I can assure you.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

Mr. Slade—It has to be decided some time or another, for it clearly comes within the words of the section.

The Chief Justice pointed out that the question was whether the parties should be made respondents or not.

The Attorney-General thought the proper course would be for them to watch the proceedings.

Mr. Slade—The question is who is entitled to this piece of land?

The Chief Justice—No, it is not.

Mr. Slade—Yes, my lord.

The Chief Justice—Pardon me. There have been five or six claims made and they are barred.

Mr. Slade—I submit, my Lords, the question to be decided by this Court is, Who is entitled to this land?

The Puisne Judge—No, no.

Mr. Slade—Allow me to finish my sentence. Who is entitled to this land—the Crown or the respondents?

The Chief Justice—The Crown or the claimants.

Mr. Slade—Or the respondents, or the people who have bought from them.

The Chief Justice—We are dealing with whether a judgment given on a certain date is correct. What happens since then does not matter in the least.

The Attorney-General—All the transactions are subsequent to the judgment of the Land Court.

After further argument,

The Chief Justice said he entertained the view that he was to decide as to whether the decision of the Land Court was right or not.

Mr. Slade argued that it was a perfectly well defined principle of English law, laid down in many cases, that no Act of Parliament could be ever construed by any Court of law so as to effect rights acquired in the past unless those rights were effected in the clearest and most unmistakable language. The Ordinance under which the Crown obtained leave to appeal did not contain any reference whatever to purchasers from the original claimants. Their position, as assignees from the original claimants, was absolutely unaffected by Ordinance, 13 of 1903. At the time when the applicants purchased the property the vendors had indefeasible rights; their title had been allowed by the Land Court; time for appealing had passed; the Crown recognised that decision and they were indefeasibly and absolutely entitled to either the land or compensation. The assignees were the persons owning the land, and he was entitled to be heard on the question, and to put forward such matters as he had arisen between the original action and the appeal, to show that appellants had lost their rights to the land. He desired to put forward certain matters which had arisen subsequent to the decision of the Land Court, and on those grounds submitted he was within the words of the Code, section 63, setting forth that, "the Court may at any stage of the proceedings, either on or without the application of either party, order that the names of any parties, whether plaintiffs or defendants, who ought to have been joined, or whose names before the Court may be necessary in order to enable the Court effectually and completely to adjudicate upon and settle all the questions involved in the cause or matter."

The Chief Justice pointed out that the event of their ruling that the decision of the Land Court was correct there would be nothing to prevent him bringing an action against the Crown. He drew Counsel's attention to section 2 of Ordinance 13 of 1903 empowering the Supreme Court to grant to the Crown leave to appeal from any decision of the Land Court, and argued that what had taken place since the decision in question could not in the slightest degree affect the question as to whether such decision was correct or not.

Mr. Slade deferentially contended that his Lordship was confusing the form with the substance. The form of the matter was an appeal from a decision, while the substance was the subject matter of litigation and the rights of the parties to that subject matter. In the present case the subject matter was certain land in the New Territory. There were two claimants to the land—one the Crown, the other certain parties. Their Lordships were asked to decide, on appeal, which of those two parties were entitled to the land, and that was why he desired, as representing one of the assignees of one of those parties, to be present at the hearing of the appeal. It was not a mere question as to whether certain members of the Land Court had judged rightly the facts then before them; but they had to try the substance of the matter—who was entitled to the land—the Crown or the assignees. That was his case and, on those grounds, he submitted his clients should be made parties to the suit.

The Attorney-General maintained that Mr. Slade misconceived his position and that of his clients, the assignees; for not only was he not entitled to the right; but their Lordships would be altogether travelling out of the ordinary and proper course if they joined his clients as respondents. As to Counsel's argument, that under section 62 of the Code they could be made respondents, he pointed out that the assignees had not acquired any interest in the property until after the Court below had heard and determined the claim. Counsel had, further, misconceived the effect of section 15 of the Land Courts Ordinance, having overlooked the fact that the word "authorities" in the preceding sentence had no relation whatever to the subsequent sentence. In fact, it struck him, as it must have struck everyone, that the application was extremely stale, and there was no excuse whatever for the negligence of the respondents in not making the application much earlier. Having dealt with the point, he maintained that applicants could not be added as respondents because they were not claimants in the Land Court, and even supposing they were they would be unable to support the position, because, according to the law of China,

there were no such documents as assignments, applicants had failed to show any ground for consideration by the Court, if it had the power, because they had been guilty of breaches from first to last.

Mr. Slade replied, arguing that applicants had greater interests at stake than the present respondents; they had points they were desirous of raising on appeal that were not open to them (respondents), and under the wording of the rule the Court ought to make them parties.

THE JUDGMENT.

In giving judgment, the Chief Justice said that on the 3rd December, 1900, two claimants—Lam Tsung Fuk and Lam Tak Luk—laid claim to certain land in the New Territory, and on the 7th December, 1901, the decision of the Land Court was given in favour of the claimants. It was the duty of the Land Court, if it allowed the claim under section 14, in respect that allowance to the Governor in due course in order that he might order a title, appropriate to the case, to be granted, or else, if he thought it inexpedient to grant a title to refer the matter back to the Court to award compensation. The Crown was not represented at the hearing, but, in one sense, it is a standing claimant to all land, because by Section 15 of the Ordinance, all land is declared to be the property of the Crown except such property as persons show a claim to. It was discovered, or the Crown supposed they had discovered, there had been some mistake in the decision of the Land Court owing, among other things, to the fact that one of the documents, a very important one, brought before the Court was alleged to be a forgery. That allegation was made in an affidavit filed by Mr. Bowley on the 24th August last, and the following day the Attorney-General appeared before the Court and was given leave to appeal. Any doubt as to whether the Crown was bound by the meaning of the word "claim" in the old Ordinance was set at rest by the special Ordinance, No. 13 of 1903, which gave the Chief Justice, upon good cause being shown, to grant leave for the Attorney-General to appeal to the Full Court from any decision of the Land Court whether the Crown was represented before the Land Court or not. The order recited, among other things, that upon reading the affidavit of the Crown Solicitor, of the 24th August, 1903, leave had been granted to the Crown to appeal. The order contained in it reference to the affidavit on which it was granted, and which every solicitor in the Colony knew must have been filed in Court. The order was served upon the solicitors for the present applicants and, he supposed, solicitors for the claimants (for they were the same people) in August last. It seemed to him a very strange thing, if considering that those solicitors were claiming on behalf of their clients, as compensation, some \$488,000, they should not have taken the trouble to refer to what must have been open to them on the files of the Court—the affidavit on which the Court had acted *ex parte* to grant leave to appeal. If he had read it one would have thought if they wanted certain other persons made respondents in the appeal they would have applied to the Court without delay. He was told by Counsel that no one from the office of that solicitor did read the affidavit and, in fact, the solicitor did not know what the affidavit contained. He accepted the statement, although he considered it was a very strange thing no trouble was taken in the matter when such an enormous sum was involved. Be that as it may, he was inclined to think there was a great deal of delay in making the application; but he did not decide the question on that ground. But upon the real merits of the application—what had the Court to decide? He was not in any way wishing to preclude any claims, but those now made were entirely different from the ones made by the person who said he had established his title before the Court. He did not propose to complicate the question before the Court by introducing a number of parties who had taken assignments or made contracts with the original claimants some time after the decision was given. Therefore, for his own part, he was not inclined to add the parties as respondents. If they had rights different from the rights of the original claimants they could bring them to the notice of the Court in any way they thought fit. He had no power whatever, excepting that given him by the Statute, and looking at the wording of the Statute, he did not think it contemplated a number of subsequent assignments being made parties as to whether a decision was a good one or not. Therefore, he declined to add the assignees as parties.

The Puisne Judge said the application ought to be refused, as it did not appear to him that the addition of the applicants as respondents would better enable the Court to come to a decision in the case, because they had to decide whether the Land Court was right or not. At the time the decision was given, the application, so far as the present case was concerned, did not exist, and was really made to try and get a title out of the Court, and he was not inclined to give it.

The application was, therefore, dismissed with costs.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

There were no such documents as assignments, applicants had failed to show any ground for consideration by the Court, if it had the power, because they had been guilty of breaches from first to last.

Mr. Slade replied, arguing that applicants had greater interests at stake than the present respondents; they had points they were desirous of raising on appeal that were not open to them (respondents), and under the wording of the rule the Court ought to make them parties.

THE JUDGMENT.

In giving judgment, the Chief Justice said that on the 3rd December, 1900, two claimants—Lam Tsung Fuk and Lam Tak Luk—laid claim to certain land in the New Territory, and on the 7th December, 1901, the decision of the Land Court was given in favour of the claimants. It was the duty of the Land Court, if it allowed the claim under section 14, in respect that allowance to the Governor in due course in order that he might order a title, appropriate to the case, to be granted, or else, if he thought it inexpedient to grant a title to refer the matter back to the Court to award compensation. The Crown was not represented at the hearing, but, in one sense, it is a standing claimant to all land, because by Section 15 of the Ordinance, all land is declared to be the property of the Crown except such property as persons show a claim to. It was discovered, or the Crown supposed they had discovered, there had been some mistake in the decision of the Land Court owing, among other things, to the fact that one of the documents, a very important one, brought before the Court was alleged to be a forgery. That allegation was made in an affidavit filed by Mr. Bowley on the 24th August last, and the following day the Attorney-General appeared before the Court and was given leave to appeal. Any doubt as to whether the Crown was bound by the meaning of the word "claim" in the old Ordinance was set at rest by the special Ordinance, No. 13 of 1903, which gave the Chief Justice, upon good cause being shown, to grant leave for the Attorney-General to appeal to the Full Court from any decision of the Land Court whether the Crown was represented before the Land Court or not. The order recited, among other things, that upon reading the affidavit of the Crown Solicitor, of the 24th August, 1903, leave had been granted to the Crown to appeal. The order contained in it reference to the affidavit on which it was granted, and which every solicitor in the Colony knew must have been filed in Court. The order was served upon the solicitors for the present applicants and, he supposed, solicitors for the claimants (for they were the same people) in August last. It seemed to him a very strange thing, if considering that those solicitors were claiming on behalf of their clients, as compensation, some \$488,000, they should not have taken the trouble to refer to what must have been open to them on the files of the Court—the affidavit on which the Court had acted *ex parte* to grant leave to appeal. If he had read it one would have thought if they wanted certain other persons made respondents in the appeal they would have applied to the Court without delay. He was told by Counsel that no one from the office of that solicitor did read the affidavit and, in fact, the solicitor did not know what the affidavit contained. He accepted the statement, although he considered it was a very strange thing no trouble was taken in the matter when such an enormous sum was involved. Be that as it may, he was inclined to think there was a great deal of delay in making the application; but he did not decide the question on that ground. But upon the real merits of the application—what had the Court to decide? He was not in any way wishing to preclude any claims, but those now made were entirely different from the ones made by the person who said he had established his title before the Court. He did not propose to complicate the question before the Court by introducing a number of parties who had taken assignments or made contracts with the original claimants some time after the decision was given. Therefore, for his own part, he was not inclined to add the parties as respondents. If they had rights different from the rights of the original claimants they could bring them to the notice of the Court in any way they thought fit. He had no power whatever, excepting that given him by the Statute, and looking at the wording of the Statute, he did not think it contemplated a number of subsequent assignments being made parties as to whether a decision was a good one or not. Therefore, he declined to add the assignees as parties.

The Puisne Judge said the application ought to be refused, as it did not appear to him that the addition of the applicants as respondents would better enable the Court to come to a decision in the case, because they had to decide whether the Land Court was right or not. At the time the decision was given, the application, so far as the present case was concerned, did not exist, and was really made to try and get a title out of the Court, and he was not inclined to give it.

The application was, therefore, dismissed with costs.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Empress of Japan*) to-morrow.
German (*Hamburg*) 25th inst.
German (*König Albert*) 25th inst.
American (*Coptic*) 27th inst.
Tacoma (*Tacoma*) 4th prox.
French (*Australien*) 8th prox.
American (*America*) 8th prox.
Canadian (*Tartar*) 9th prox.
Tacoma (*Victoria*) 13th prox.

The Boston S. S. Co.'s s.s. *Shawmut* arrive at Kobe on 21st inst.

The Imperial German Mail s.s. *König Albert* left Singapore on 20th inst., at 6 p.m., and may be expected here on 25th inst., at 6 a.m.

The Imperial German Mail s.s. *Hamburg* left Shanghai on Saturday, at 11 a.m., and may be expected here on Tuesday, at daylight.

The N. Y. K. s.s. *Idzumi Maru* (Bombay Line) left Moji for this port on 22nd inst., and is expected to arrive here on 26th inst.

The N. Y. K. s.s. *Bombay Maru* (Bombay Line) left Kobe for this port via Moji on 22nd inst., and is expected to arrive here on 26th inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Nagasaki at 9 a.m., on 23rd inst., and left again at 5 p.m., same day, for Kobe where she is due to arrive at 10 p.m., on 24th inst.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Shanghai at 1 a.m., on 22nd inst., and left again at noon, same day, for Hongkong where she is due to arrive at 5 p.m., on 24th inst.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

(Reuters.)

New Zealand.

LONDON, 20th November.
Mr. Seddon's Preferential Bill has passed the New Zealand Parliament after a twenty-five hours' sitting.

LATER.

The New Zealand preferential tariff has passed the Council and will be enforced immediately. It provides for the removal of duty on tea grown in British Dominions.

Great Britain and Italy.

The Italian Foreign Minister has had a long conference with Lord Lansdowne and subsequently an audience with the King.

German Decorations to Japanese.

The Kaiser has conferred the order of the Red Eagle, first class, on the Japanese War Minister, Major-General Terauchi, and the order of the Crown on the Governor of Yokohama.

The Panama Canal Treaty.

The Panama Canal Treaty has been published. By it, the United States guarantee to maintain the independence of Panama and to pay \$250,000 annually after 1912.

The American Mediterranean Squadron.

21st November.

The American Mediterranean Squadron has been ordered to leave Beirut.

Mr. Chamberlain's Fiscal Policy.

A speech, made by Mr. Chamberlain at Cardiff on his Fiscal policy, was characterized by the utmost confidence. He thought that the Tariff reformers had made good progress and that Free Trade was doomed.

Lord Curzon's Tour.

Lord Curzon has arrived at Muscat where he held a grand Durbar.

(Osaka Mainichi.)

The American Cotton Crop.

London, 6th November.

The official estimates of the American cotton crop this season place the total yield at two million bales below last year's production.

Death of a Statesman.

London, 9th November.

Lord Rowton is dead.
[Lord Rowton, was private secretary to Lord Beaconsfield in 1866-68 and 1874-80. He was also Secretary for the Berlin Congress in 1878. He leaves no heir.—Ed., H.K.T.]

(Japanese Exchange.)

China and Moukden.

Peking, 7th November.

At the conference of high Chinese officials in the presence of Their Majesties the Emperor and Dowager Empress, a resolution was adopted in favour of throwing open Manchuria and appointing Viceroy and Governors as in other provinces. It was proposed by Viceroy Chang to forward an official note from the Chinese Court to the Czar on the matter. Prince Ching and some officers proposed that the Chinese Minister to Russia should be notified of the resolution and instructed to lay it before the Czar. The latter motion was adopted and the matter has been wired to the Chinese Minister. The Chinese officials are now waiting for a reply from the Minister to St. Petersburg. The influence of Great Britain, Japan and America on the leading Chinese officials has been more apparent of late, and the result is that the Chinese Government are taking up a resolute attitude toward Russia.

Russian Mobilization Denied.

Berlin, 9th November.

The report that the Russian Minister of War, General Kuropatkin, has ordered the mobilization of the 10th Army Corps for East Asia, is unfounded.

Peking, 10th November.

Most of the Russian Legation officials here are opposed to the policy of re-occupying Moukden. They condemn the audacious movements of the Military men, who, they held, are leading Russia into an awkward position.

KIDNAPERS SENTENCED.

Early in the present month five robbers, belonging to Lo Ting village, the other side of Canton, broke into a dwelling-house, shot the master's son dead, and took away two young girls to Canton, where they were met by two women and a man living at 117, First Street, West Point. A bargain was struck and the captured girls were sold for \$120 each and brought down to Hongkong. Insp. Hudson, R. G. O., hearing of the matter, proceeded to 117, West Point and, finding the two 'slave' girls, took them, together with the other two women and man, to Insp. MacNab, No. 7 Police Station. The matter was investigated with the result that the man and his two accomplices were charged before Mr. Sercombe Smith with kidnapping, and on Saturday the former was sent to prison for twelve months with hard labour and ordered to be exhibited in the stocks for six hours, with a placard bearing the inscription: "This man buys girls," while one of the women was sentenced to a similar term of imprisonment and the other was discharged through insufficient evidence.

THE hull of the *Amiral Gueydon*, stranded on the Arabian Coast, was valued at £100,000, of which £36,000 was uninsured. The cargo was valued at another £100,000. The latest mail news about the vessel was that her position and condition rendered salvage operations possible, and there seemed to be a fair prospect of refloating and towing her into Perim.

HONGKONG NURSING INSTITUTION.

Following is the third annual report of this Society to be presented at the meeting on Wednesday next:—

The Committee have pleasure in presenting the third annual report and statement of accounts to the subscribers.

There has been no change in the nursing staff, the Institution still having the benefit of the services of Nurse Gray and Nurse Hair. Against 257 and 290 days respectively in the previous year, they have been engaged during the last twelve months 265 and 260 days, which indicates the continued appreciation and demand for the services of trained nurses.

It will be seen from the accounts that, including the amount of accrued interest and taking into account debts outstanding and monies due, the working account, after repaying in full the sum borrowed from the Guarantee Fund, is \$140.75 to the good for the year; but as this result is only arrived at by making use of the subscriptions for current expenses, instead of reserving them against cost of passages for the nursing staff, the committee can hardly regard it as satisfactory.

In last year's report it was pointed out that a sum of about \$600 should be annually set aside for passages. The Committee do not recommend raising the amount of the subscription as they think that it ought not to be difficult to get a greatly increased number of subscribers—there were only forty-five last year, and there must surely be many more persons in this Colony who are directly interested in keeping this Institution from gradually eating away its guarantee fund and thus coming to an untimely end.

It is with much satisfaction the committee report having received a grant in aid of \$12,000 from the Government, which is to be held in connection with the guarantee fund for investment purposes only.

The sum to the credit of the guarantee fund on the 31st of September, 1903, stood at \$16,377.12, of which \$3,000 was invested in Hongkong Club 6% debentures, \$13,000 on fixed deposits @ 4%, \$565.89 to credit of current account, and \$11.23 due from accounts outstanding.

The thanks of the Institution are due to Lady Goodman, the Hon. Secretary, Mr. H. W. Fraser, the Hon. Treasurer, and to Mr. Pinckney who has kindly audited the accounts. Mrs. Harding, Mrs. Robertson and Dr. Gibson having resigned, their places on the Committee have been filled by Mrs. Siebs, Mrs. Dickson and Dr. Jordan.

The members of the committee in accordance with the rules beg to tender their resignations, but, being eligible, offer themselves for re-election.

F. O. STEEDMAN,

President.

16th November, 1903.

THE "AMPHITRITE" IN DOCK.

We learn that H.M.S. *Amphitrite* will probably be under repair at Hongkong for about six weeks.

On Friday at about 9.15 a.m. she went over to the Whampoa dock for examination and repair of the damage sustained by striking an uncharted rock about twenty miles outside Singapore.

Though the general facts of the accident have been already published the following additional details will doubtless be of interest to many.

It appears that about eight o'clock on the morning of November 6th, while steaming up the South channel, the weather being clear and the ship's course, according to the chart, perfectly safe, a sudden violent shock followed by two slighter ones were felt and the ship gave a heavy lurch to starboard.

It was at once realised that a rock must have been struck and, as the ship was going at twelve knots at the time, it was feared that she might be in considerable danger of sinking. Accordingly all precautions were taken, such as closing watertight doors and getting ready to launch the boats, but after recovering herself it was found that the vessel was at any rate in no immediate danger. Soundings were taken and no indication of a shoal was found until the lead was taken at 27, where only 27 ft. of water, i.e., about six inches less than the ship was drawing at the time, was discovered.

Fortunately the cruiser had practically ridden clean over the shoal and was able to proceed into Singapore, where a thorough examination was made by divers. It appears now that about seventy feet of the plates and sheathing along the bilge keel are damaged seriously, but that the damage has not extended beyond the outer bottom. It may be said, seeing the rate of speed at which she was going at the time, that the ship had a very lucky escape, for it appears that subsequent investigation showed that a coral pinnacle shoal exists at this spot and that the *Amphitrite* might easily have found considerably less water than she did, in which case she would probably have become a wreck.

As it is the authorities are inclined to believe that no very serious damage has resulted.

On the chart there is no indication of such a reef near the spot. It is well known that coral reefs in many instances grow with extraordinary rapidity while some, on the other hand, subside in the same way, and possibly this may account for the fact that a sunken rock has appeared in such a well surveyed place as the South channel. A merchant steamer has also reported a somewhat similar experience in the vicinity of Singapore quite recently.

It is reported that M. Lessor is not working in perfect harmony with Viceroy Alexieff and does not carry out his instructions so faithfully and earnestly as he might do. In consequence the Russian attitude toward the Chinese Government has been strangely indifferent of late. No further news has been received from Moukden; but it is believed the Russians are still in possession of the place. The *Novoi Kras* declares that Russia has concentrated her strength in Manchuria and is determined to refuse to allow the opening of Moukden at any cost.—Mainichi.

THE BANK OF CHINA AND JAPAN, LIMITED.

(IN LIQUIDATION.)

The following is the first report of the liquidator to the shareholders of the Bank of China and Japan, Limited, (in liquidation):—

At an extraordinary General Meeting of the Shareholders held on the 23rd April, 1902, the Special Resolution to liquidate the Bank was confirmed, and my appointment as Liquidator took effect from that date.

From the accompanying Statement of Liabilities and Assets, it will be seen that the Liabilities to the public have all been discharged, and the Assets, with the exception of the claims on the Chinese and other shareholders of the Old Bank for "Unpaid calls" and a few small amounts, part of which will yet probably be recovered, have all been realised.

The following Returns of Capital have been declared:—

1st. Payable on and after 2nd June, 1902, at £2 per Ordinary Share, absorbing.....£211,230.0.0

2nd. Payable on and after 23rd March, 1903, at 5s. per Ordinary Share absorbing.....£26,403.15.0

And there remains a cash sur- plus of.....£ 6,455.5.8

Which is sufficient to pay a further return of about 1s. per Ordinary Share, and cover the expenses necessary to finally close the Liquidation, should the Shareholders decide that this should be done forthwith.

Since my Circular of the 29th May, 1903, I have had further correspondence with the Foreign Office and also with my advisers in Shanghai. This correspondence has convinced me that proceedings in the Chinese Courts for the purpose of enforcing the calls made on the Shareholders in the Bank of China, Japan, and the Straits, Limited, are inadvisable; that the new commercial treaty with China does not apply to the claims against the Chinese contributories of the Old Bank, and that no assistance in recovering these claims can be looked for from the Chinese Government. Under these circumstances I am of opinion that the necessary steps should now be taken to close the liquidation of this Company and also of the Old Bank. As, however, there still remains the possibility of proceeding with a prospect of success in the English or Colonial Courts against any defaulting Chinese contributory of the old Bank who should happen to visit this country or a British Colony, and could be identified, a scheme has been formulated whereby these claims and the few other unrealised assets of this Company would, I am advised, to some extent be preserved for the benefit of the Shareholders at a cost of about one penny per share.

Put shortly the scheme is as follows:—Before closing the liquidation of this Company and of the Old Bank a new Company would be incorporated with a small capital divided into Ordinary and Deferred Shares of one penny each. This Company would agree to sell and transfer to the new, or realization Company, firstly, a sum of say, £500 in cash, and secondly, all the remaining assets of this Company other than cash. Each Shareholder in this Company would receive for each Ordinary Share held by him one Ordinary Share in the realization Company and for each Deferred Share held by him one Deferred Share in the realization Company.

In order to preserve the existing rights of the Ordinary and Deferred Shareholders in this Company as far as possible the Articles of Association of the Realization Company would provide that the holders of Ordinary Shares should be entitled to receive all sums which it should be decided to distribute by way of dividend until such holders had received a sum which together with all returns of Capital made by the Liquidator of this Company on the corresponding Ordinary Shares in this Company would amount to £6 per Ordinary Share. That thereafter any dividend should be distributed among the holders of the Deferred Shares until they should have received £1 per Share. And that all subsequent sums available for dividend should be divided into moieties, one moiety being divisible among the holders of the Ordinary Shares and one moiety among the holders of the Deferred Shares.

At the meeting convened by the endorsed notice I shall take the opportunity of consulting the members present as to whether some such scheme as I have outlined above shall be formally submitted to the members of this Company.

The necessary procedure I am advised would be for me to apply to the Court for an Order directing me to convene separate meetings of the Ordinary and Deferred Shareholders in this Company. On obtaining this Order I would convene the meetings and lay before them the scheme, and if the requisite majority of three-fourths in favour of the Scheme should be obtained at each meeting I could then apply to the Court to sanction the Scheme. This would involve delay in the closing of the liquidation of this Company, and would reduce the final distribution as already stated from about 1/- per Share to about 11d. per Share.

If any such Scheme is adopted and sanctioned, then as soon as the agreement for sale to the realization Company is completed, I would proceed to make a final distribution of the cash remaining in my hands and take the necessary steps to conclude the liquidation and dissolve this Company.

Having regard to the magnitude of the claims in question I have considered it my duty to have the above Scheme formulated for the consideration of the Shareholders although I personally entertain some doubt as to whether the realization Company would have much chance of success.

The alternatives to this or any such Scheme are (1) to keep open the liquidation of this Company, and (2) to conclude it and to abandon the calls unpaid by the Chinese and other Shareholders of the Old Bank.

If you cannot attend the Meeting in person I should feel obliged if you would, prior to the

date of the Meeting, let me know on the enclosed Form which of the three courses you would prefer adopted.

In accordance with my letter laid before the General Meeting held on the 23rd April, 1902, I am prepared to resign my post as Liquidator.

J. M. SKINNER,

Liquidator.

22nd October, 1903.

CANTON NOTES.

(From Our Own Correspondent.)

Canton, 20th Nov.

MISSIONARY CONFERENCE.

The Canton Missionary Conference met last Wednesday at the house of Rev. R. E. Chambers, Shamcen. There was a good attendance. Dr. Shumaker read a paper on "Co-operation between native and foreign workers in the mission field." The opening of the new railway was a matter which came before the conference. Regret was expressed that Mr. Gray took Sunday for the formal opening. It was pointed out that in the United States or England to have such a function on Sunday would have been impossible. Why Sunday was chosen is difficult to explain. The Hongkong Colonial Secretary seems to have noticed that there was something not quite right and tried to excuse the performance by saying "The better the day the better the deed." The conference emphasized the fact that the opening of the railway was in the interests of mission work. I believe a formal protest is to be prepared to be forwarded to the parties responsible for this want of recognition of English and United States traditions.

THE U. S. CONSUL-GENERAL.

U. S. Consul-General McWade with his wife and daughter returned from Macao yesterday. Mrs. and Miss McWade have spent some months in Macao and the Consul-General has been a frequent visitor there.

BLACK-MILL.

The Canton Hospital has received another notice to pay a large sum of money or in default to have the premises burned. Other institutions have also been remembered. Why these letters are sent or by whom is not known. Some person apparently wants to amuse himself. No notice is taken of the communications.

COMMERCIAL.

FREIGHT CIRCULAR.

In their report dated 21st inst., Messrs. Lamke and Rogge state:—There is again hardly any change to report in coast freights. The market has remained without animation, and a large number of steamers of all sizes continue in enforced idleness for lack of paying employment.

What small business there has resulted in charters during the fortnight is mainly from inquiries after coal tonnage from Japan, in which direction rates are practically the same as last quoted, except that from Moji to Singapore an improvement is noticeable, up to \$2.10 having been paid to secure tonnage. Freight for Hongkong, medium size, have been at \$1.75 and \$1.85 per ton from Moji and Karatsu respectively, at \$2.20 and \$2.00 Moji to Amoy, and at \$1.80 Moji to Swatow. Karatsu to Manila, a small carrier has accepted \$2.75.

From Hongkong for this port nothing better than 80 cents per ton has been quoted and no fixture appears to have transpired; an offer for Swatow at \$1.30 has been taken.

Two more charters were reported since last writing as having been done from Newchwang to Canton, at last rate, 22 cents, but more business cannot apparently be worked although a telegram from Newchwang, as late as 18th inst., advises the weather to be unusually fine and names the 25th inst. as a safe date for arrival, it is presumed to mean.

Concerning Saigon, excepting the charter on time basis of a medium sized boat for a voyage hence to Saigon, no sized boat for a voyage hence to Saigon for further 6 months afterwards, with an engagement for per list of settlements, no local business has been reported. There was a slight inquiry tripwise from Saigon for both the Philippines and this port, but offers of boats at as low as 20 cents and 9 cents respectively failed to lead to business.

From Bangkok, the liners are not sufficiently employed by what little cargo is offering: there is no opening for outsiders just at present even if the recent amalgamation of the interests of the Norddeutscher Lloyd and the Rickmers' line of steamers has resulted in materially higher rates being charged, as is probable.

From Java, owing to an unfavourable market locally for sugar, there is no demand, except that for local refinery's account something like 17 1/2 cents might perhaps bring about business. Java to Japan there is some inquiry showing again for January/February loading, shippers' ideas of freight being in the neighbourhood of 25 cents only.

Under the heading of Sallers there is nothing new to advise for this issue, except concerning American bark *Littlcomb*, which vessel, contrary to previous information is now advertised to be sold by Public Auction on 21st inst. [She has since been sold.—Ed., H.K.T.]

Sail-tonnage loading or to load:—
For Batavia and New York:—
British bark *Brilliant*, arrived 24th October.
For New York:—
Amer. bark *Helen A. Wyman*, arrived 10th August.

Disengaged Vessels:—
British ship *Glendon* 1,824 tons reg.
Departures:—
British bark *Rose*, for Singapore and Fremantle 7th November.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	107
" Bank Bills, on demand	109 5/16
" Credits, 4 months' sight	109 1/16
" Payments, 4 months' sight	109 1/16
ON BERLIN, (demand)	108 1/16
ON PARIS, Bank Bills, on demand	223
" Credits, 4 months' sight	223
ON NEW YORK, Bank Bills, on demand	43
" Credits, 30 days' sight	43 1/2
ON BOMBAY, Telegraphic Transfer	132
" On demand	132
ON SHANGHAI, Telegraphic Transfer	71 1/2
" Private 30 days' sight	71 1/2
ON YOKOHAMA, T.T.	86 1/2
Sovereigns, Bank's Buying Rate	\$11.44
Gold Leaf 100 touch, per tael	\$9.70
Silver	\$9.70

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Per chest
MALWA NEW.....900/90
" LAST YEAR.....960/100
" LOWEST.....1,600/1,100
PATNA NEW.....1,127
BENARES NEW.....1,127
PERSIAN (PAPER).....800/800

Co-day's Advertisements.

MADAM FLINT & CO.,

DRESSMAKERS

AND

MILLINERS,

HAVE JUST RECEIVED

SMART READY-MADE

WINTER COSTUMES

OF THE

NEW FASHIONABLE

MATERIAL,

NOW SO MUCH IN VOGUE IN

LONDON.

Hongkong, 23rd November, 1903. [14100]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAICHING,"

Captain Passmore, will be despatched for the above Port, TO-MORROW, the 24th inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LAURIE & CO., General Managers.

Hongkong, 23rd November, 1903. [14030]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain C. S. Weigall, will be despatched as above, on FRIDAY, the 27th inst., at 4 P.M. This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 23rd November, 1903. [14120]

WANTED.

A STEADY AND RELIABLE MAN to act as GODOWN KEEPER. Must be British. Only those with good references need apply.

GODOWN,

C/o Hongkong Telegraph.

Hongkong, 23rd November, 1903. [14040]

HONGKONG NURSING INSTITUTION.

THE THIRD ANNUAL GENERAL MEETING OF THE above Institution

will be held in the CITY HALL on WEDNESDAY, the 25th inst., at 12 Noon.

All those interested are invited to attend.

K. GOODMAN, Hon. Secretary.

Hongkong, 23rd November, 1903. [14090]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will take place from Stonecutters' Island (West, East and South Shore Batteries) on the 4th December, in a South Westerly direction at ranges varying from 2,000 to 4,500 yards, and from Lyemun (Pak-sha-wan Battery) on the 5th of December, 1903, in the direction of Junk Bay to the East of Devil's Peak at a range of about 2,000 yards.

If the weather is unfavourable on either of the above dates, practice will take place on the 7th of December.

Practice will commence at about 9 a.m. and finish about 11 a.m. each day, if the range is clear.

By Command, A. M. THOMSON, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 23rd November, 1903. [14110]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

TRAITS, CEYLON, AUSTRALIA, INDIA

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain W. B. Palmer, carrying His Majesty's mails, will be despatched from the above Port, on SATURDAY, the 5th December, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWITT, Superintendant.

Hongkong, 23rd November, 1903. [14100]

Co-day's Advertisements.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY, MELBOURNE AND ADELAIDE. (Taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE," Captain St. J. George, will be despatched for the above Ports, on SATURDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

For Freight and Special Reduced Passage Rates,

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL	"PELEUS"	On 26th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"VANGTSE"	On 12th December.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 24th December.
GLASGOW and LIVERPOOL	"TYDEUS"	On 29th December.
GLASGOW and LIVERPOOL	"NESTOR"	On 1st January.
GLASGOW and LIVERPOOL	"KEEMUN"	On 8th January.

S.S. "PELEUS" left Singapore on the 21st inst., and is expected to arrive here on the 26th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"POLYPHEMUS"	On 24th November.
MARSEILLES, LONDON & ANTWERP	"HYSON"	On 8th December.
MARSEILLES, LONDON & ANTWERP	"ACHILLES"	On 20th December.
MARSEILLES, LONDON & ANTWERP	"PHOMETHEUS"	On 22nd December.
MARSEILLES, LONDON & ANTWERP	"DARDANUS"	On 5th January.
MARSEILLES, LONDON & ANTWERP	"VANGTSE"	On 15th January.
MARSEILLES, LONDON & ANTWERP	"DIOMED"	On 19th January.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"PELEUS"	On 28th November.
all PACIFIC COAST PORTS, via	"TYDEUS"	On 1st January.
NAGASAKI, KOBE and YOKOHAMA.		

S.S. "DEUCALION," from Tacoma, arrived Yokohama on the 17th inst., and leaves Moji for Hongkong on the 23rd inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st November, 1903.

[8]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI and CHEFOO	"IOHANG"	24th November.
NINGPO, SHANGHAI and DALNY	"WUJUNG"	25th "
MANILA	"SUNGKIANG"	25th "
MANILA	"CHANGSHA"	2nd December.
PORT DARWIN, THURSDAY ISLAND,		
COOKTOWN, CAIRNS, TOWNS,	"CHANGSHA"	2nd "
VILLE BRISBANE, SYDNEY and		
MELBOURNE	"CHINGTU"	10th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Kates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st November, 1903.

[7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 28th Nov., at 10 A.M.
ZAFIRO	2540	R. W. Almond	"	SATURDAY, 5th Dec., at 10 A.M.
PERLA	1980	W. G. Lawson	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 21st November, 1903.

[1208d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR
PORTLAND, OREGON,OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

1266c]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	WEDNESDAY, 25th Nov.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	FRIDAY, 27th Nov.
FOR ANPING	"MAIDZURU MARU"	T. Saito	SUNDAY, 29th Nov.
FOR FOCHOOW	"ANPING MARU"	I. Goto	THURSDAY, 3rd Dec.

* Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON Yusen Kaisha's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 8, Des Voeux Road Central.

Hongkong, 23rd November, 1903.

T. ARIMA, Manager.

[1177c]

Shipping—Steamers.

TOYO KISEN KAISHA
MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith	3,876	THURSDAY, 26th November, at 11 A.M.
ROHILLA MARU	Ernest Bent	3,869	TUESDAY, 1st December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 20th November, 1903.

K. NAKASHIMA, Manager.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"
Captain E. Fey, will be despatched for the above Ports, on WEDNESDAY, the 25th inst., at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 21st November, 1903. [1377c]

FOR NAGASAKI, YOKOHAMA AND KOBE.

THE N.D.L. Steamship

"NURNBERG,"
Captain Jaburg, will be despatched for the above Ports on THURSDAY, the 26th inst., at NOON.

For Freight, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 17th November, 1903. [1380c]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, YOKOHAMA, MANZANILLO, MEXICO AND SAN FRANCISCO.

THE Steamship

"ATHOLL,"
Captain Watt, will be despatched for the above Ports, on WEDNESDAY, the 2nd December, at NOON.

For Freight, apply at the Company's Offices, No. 20, Des Voeux Road.

J. S. VAN BUREN,
Superintendent.

Hongkong, 14th November, 1903. [436c]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.	About
"ORO"	21st Nov.
"ORONO"	8th Dec.
"LOWTHER CASTLE"	15th Dec.
"SIKH"	24th Dec.
"SAGAMI"	5th Jan.
"LENNOX"	15th Jan.
"AFRIDI"	27th Jan.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 17th November, 1903. [1304d]

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th July, 1903. [804c]

STEAM TO CANTON.

The Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [1322c]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$1; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3 1/2 hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903. [1073c]

REGULAR SERVICE
BETWEEN HONGKONG AND
MANILA IN 48 HOURS.IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER
HAMBURG-AMERIKA
LINIE.STEAM FOR
SHANGHAI, NAGASAKI, HIOGO
AND YOKOHAMA.

THE Imperial German Mail Steamship.

"KONIG ALBERT,"
of the NORDEUTSCHER LLOYD,
Captain Ch. Polack, due here with the outward German Mail about WEDNESDAY a.m., will leave for the above places about 12 1/2 hours after arrival.NORDEUTSCHER LLOYD.
For further Particulars, apply toMELCHERS & CO.,
Agents.

Hongkong, 21st November, 1903. [653c]

THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HERMISTON,"
Captain W. T. Bain, will be despatched as above on MONDAY, the 30th November, to be followed by the steamship"HIMIRA,"
Capt. Lockhart, on or about MONDAY, the 21st December.

For Freight, &c., apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 21st November, 1903. [1284c]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENSHIEL,"
Captain J. McGilvray, will be despatched as above on THURSDAY, the 3rd December.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,
Agents.

Hongkong, 13th November, 1903. [1334c]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK.

THE Steamship

"GLENROY,"
Captain F. Selby, will be despatched as above on WEDNESDAY, the 16th December, 1903.

For Freight, apply to

MCGREGOR BROS. & GOW,
Agents.

Hongkong, 18th November, 1903. [1385c]

Entimations.

THE HONGKONG
STUDIO.HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1120c]

MEE CHEUNG,
PHOTOGRAPHER.TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.GROUPS and VIEWS
a speciality.

H. Mee Cheung, 22nd September, 1903. [100c]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.No. 26, Connaught Road Central
(Hongkong) 9th February, 1903. [20c]TSU FAN
DENTIST.PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.

Hongkong, 28th November, 1903. [1260c]

LEVY HERMANOS.

JEWELLERS and WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEAR,"
guarantee given to every purchaser.40, QUEEN'S ROAD,
Watson's Building.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.EYES
FLUIDAVOID ALL RISK OF OUTBREAK BY
ITS USE.W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 21st March, 1903. [1c]

Consignees.

S.S. "ARMAND BEHIC."
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
s.s. *Ortel* and *Guadiana*, and from
Havre ex s.s. *Guadiana*, and from Bordeaux
ex s.s. *Ville de Rochefort* and *Cambrai*, in con-
nection with above Steamer, are hereby inform-
ed that their Goods, with the exception of Opium,
Treasure and Valuables are being landed
and stored at their risks into the Godowns
of the Hongkong and Kowloon Wharf and God-
own Co., Limited, at Kowloon, whence delivery
may be obtained immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, the 17th instant, re-
questing it to be landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after TUESDAY, the 24th instant, at NOON,
will be subject to rent and landing charges.All claims must be sent in to me on or before
the 24th instant, or they will not be recognised.All damaged packages will be examined on
TUESDAY, the 24th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 17th November, 1903. [1040c]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature and to
take immediate delivery of their Goods from
alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.DODWELL & CO., LIMITED,
Agents.

Hongkong, 16th November, 1903. [874d]

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after NOON, TO-MORROW, the 18th
instant, will be landed at Consignees' risk and
expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 17th November, 1903. [1376c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MANILA,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M., TO-DAY.Goods not cleared by the 22nd instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representative at an appointed
hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

THE SHARE MARKET

THE SHARE MARKET

THE SHARE MARKET.				
STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.	
BANKS.				
Hongkong and Shanghai Banking Corporation.....	\$ 125	{ Div. of £1.10/- @ 1/8 = \$18 for half- year ending 30.6.1903	\$640 ea.	
National Bank of China, Ltd., Do. Founders.....	£ 8 £ 1	3 1/4 = \$1 06 1/2 for 1903 None	\$10 b. \$10	
MARINE INSURANCES.				
Union In. Society of C'lon, Ltd.	\$ 100	32 per cent = \$31 per share for 1902 ...	\$492 1/2 ea.	
China Traders' In. Co., Ltd. ...	\$ 25	16 1/2 = \$1 for year ended 30.4.1903	\$60 b.	
North China In. Co., Ltd.	£ 25	3 = \$1 of 1st making £2 for 1902	£16. 220 s.	
Yangtze In. Association, Ltd.	£ 60	20 1/2 = \$12 for 1904	\$155	
Canton In. Office, Ltd.	\$ 50	30 1/2 = \$15 per share for 1902	\$175	

FIRE INSURANCES.				
Hongkong Fire Ins. Co., Ltd.	\$	50	\$22 1/2 per share for 1901	\$120
China Fire Ins. Co., Ltd.	\$	20	\$6 per share for 1901	\$90
SHIPPING.				
Hongkong, Canton, & Macao				
Steamboat Co., Ltd.	\$	15	5 1/4 for half-year ending 30.6.1903 ..	\$31 1/2
Indo-China S. N. Co., Ltd.	£	10	5 % = 10/- per share for 1902	\$74

China & Manila S.S. Co., Ltd.	Shs.	50	10% = \$5 per share for 1900.....	Tls. \$18 25
Douglas Steamship Co., Ltd.	Shs.	50	Div. of \$3 for year ended 30.6.1903.....	\$31
"Star" Ferry Co., Ltd.	Shs.	10	\$1.20 = 12% for year ending 31.12.1902.....	\$26 b.
"Shell" Transport & Trading Co., Ltd.	Shs.	5	60 cts. = 30 1/3% for 1903.....	\$15 1/2 b.
Taku Tug & Lighter Co., Ltd.	Tls.	50	3rd Interim of 6d. for 1902.....	1/4 3/4
Shanghai Tug & Lighter Co., Limited.	Tls.	50	Interim of 2% for 1903.....	Tls. 36 b.
			Interim of 4% = Tls. 2.00.....	Tls. 53 1/2 25

Do.	Preference	Tls. 50	Interim of 31 % = Tls. 1.75	Tls. 50
REFINERIES.				
Chiua Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1901	\$101 b.	
Luzon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$10	
Peraik Sugar Cultivation Co., Ltd.	.....	Tls. 50	Fin. of 7 % for year ending 30.9.02	Tls. 60
MINING.				

Punjom Mining Co., Ltd.	\$ 11	None	57½ s.
Société Française des Charbonnages de Tonkin	Fr. 250	Fin. of Frs. 30 making Fcs. 60, for 1902	\$600 s.
Raub Australian Gold Mining Co., Ltd.	£0.18.1a	No. 12 of 1/- per share 28.1.01	\$8 s. 3
Chinese Engineering & Mining Co., Ltd.	£ 1	No. 2 of 1/- per share 26.10.03	11s. 6 s.

DOCKS, WHARVES AND GODOWNS.

Hongkong & Whampoa Dock Co., Ltd.	\$ 50	12 % = \$ 6 for 1 year 30.6.03.....	\$205 b.
S. L. Farhan, Boyd & Co., Ltd.	Tls. 100	Final of Tls. 8 making Tls. 15 for year ending 30.4.03	Tls. 125 b.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 100	Interim of \$2½ for 1903.....	\$87 b.
New Amoy Dock Co., Ltd.	\$ 62	\$2½ for 1902	\$38 s.
Shanghai & Hongkew Wharf			

Hongkong & Whampoa Dock Co., Ltd.	\$ 50	12 % = \$ 6 for 1 year 30.6.03.....	\$205 b.
S. L. Farhan, Boyd & Co., Ltd.	Tls. 100	Final of Tls. 8 making Tls. 15 for year ending 30.4.03	Tls. 125 b.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 100	Interim of \$2½ for 1903.....	\$87 b.
New Amoy Dock Co., Ltd.	\$ 62	\$2½ for 1902	\$38 s.
Shanghai & Hongkew Wharf			

T.	& Godown Co., Ltd.	Tls. 100	Interim of Tls. 5 for 1903	Tls. 215 sa.
LANDS, HOTELS AND BUILDINGS.				
H.	China Provident Loan &			
rs.	Mortgage Co., Ltd.	\$ 10	8% = 8 cents per share for 1902	\$9
	Hongkong Land Investment &			
M.	Agency Co., Ltd.	\$ 100	Interim of \$6 for 1903	\$152
	K'hoon Land and Building Co., Ltd.	\$ 300	\$2.30 per share for 1902	\$35 sa.

F. B. and	West Point Building Co., Ltd.	\$	50	Interim of 3 1/4 % for 1903	.....	\$5 1/2
	Hongkong Hotel Co., Ltd.	\$	50	\$6 for first 1 year 1903	.....	\$1 1/2
	Assam-Lanka Hotel Co., Ltd.	\$	25	2 1/2 % for year ending 30.6.03	.....	\$2 1/2
	Hotel des Colonies Co., Ltd.	£s.	25	6 % for year ending 31.3.03	.....	£15. 14
	Humphreys Estate & Finance Co., Ltd.	\$	10	9 per cent. for 1902	.....	\$10 1/2
	S'hai Land Investment Co., Ltd.	£s.	10	Interim of 6 % for 1903	.....	£10. 103 s.

		COTTON MILLS.			
	Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$	10	{	Final of 60 cents, making \$1 for 1902/1903
and	Ewo Cotton Spinning & Weaving Co., Ltd.	Fls.	50		3 % for period ended 31.10.97
Mrs.	International Cotton Manufacturing Co., Ltd.	Fls.	75		Interim of 3 % on account of 1898
					\$15 b.
					Fls. 35 s.
					Fls. 22 s.

Low Rubber Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Interim div. of 4 % on acct. of 1898 ...	Tls. 35
Soc. Chese Cotton Spinning Co., Ltd.	Tls. 500	4 % for period ended 31.12.00.....	Tls. 200
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd.	\$ 500	25 % for year ending 30.6.1900	\$250
Philippine Tobacco Trust Co., Inc.	\$ 50	None	\$10

	Shanghai - Sumatra Tobacco Co., Ltd.	Tls. 20	Interim of Tls. 3 per share	Tls. 50 sa.
	MISCELLANEOUS.			
Mrs.	Green Island Cement Co., Ltd.	\$ 10	12 % = \$1.20 per share for 1902	\$22½ sa.
	China-Borneo Co., Ltd.	\$ 12	First year	\$8½ sa.
	A. S. Watson & Co., Ltd.	\$ 10	Interim of 5 % for 1902	\$14½ sa.
	Watkins, Ltd.	\$ 10	\$1 per share for 1902	\$7½ sa.

Hongkong Electric Co., Ltd.	\$	10	90 cents for year ending 30.4.1903	\$12 b.
Hongkong Electric Co., Ltd.	\$	5	45 cents for year ending 30.4.1903	\$61 b.
Hongkong & China Gas Co., Ltd.	\$	10	10 % div. and 1 % bonus for 1901	\$140 b.
Hongkong Rope Manufacturing Co., Ltd.	\$	50	\$10 for 1902	\$145
Geo. Fenwick & Co., Ltd.	\$	25	15 per cent = \$3.75 for 1902	\$424
Hongkong Ice Co., Ltd.	\$	25	Interim of \$4 for 1903	\$248
Hongkong High-Level Tramways Co., Ltd.	\$	100	\$18 for year ending 31.12.1902	\$320

Dairy Farm Co., Ltd.	\$ 6	\$2 for year ending 31.7.1903	\$24 x d.
Campbell, Moore & Co., Ltd.	\$ 10	Div. of \$23 for 1902	\$400 a.
Bell's Asbestos Eastern Agency, Ltd.	£0.12.6.		\$51 s.
United Asbestos Oriental Agency, Ltd.	\$ 4	90 cents } for year ending 31.5.03	\$9 b.
Do.	\$ 10	\$29.70. }	\$210 b.
Hongkong Steam Water-boat Co., Ltd.	\$ 10	Interim of 6 %	\$12 b.

China Light & Power Co., Ltd.	\$	10	None	.....	\$5 b.
Manila Investment Co., Ltd.	\$	50	None	.....	\$15 b.
William Powell, Ltd.	\$	10	\$1 for year ended 30.6.1903.	.....	\$8½ b.
Maatschappij tot Mijn, Bosch- en Landbouw exploitatie in Langkat, Limited	Guelders	100	{ 4th Interim Dividend of Tls. 7½ paid 15.9.1903.	.....	Tls. 295 b.
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	\$	50	First year	.....	\$50

OFFICES: 3 DUDDLE ST.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

GENERAL DRAPERS & HIGH CLASS
DRESS-MAKERS.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

FAMED FOR
SHIRTS
28, Queen's Road.

Grand Xmas Bazaar.

ONE THOUSAND TOYS AND GIFTS.

PRICES TO SUIT ALL.

10 CTS. TO \$50.

High Class Fancy Goods.

USEFUL PRESENTS

FOR YOUNG AND OLD.

ON SHOW, TO-DAY.